

CHAPTER 2 – ALTERNATIVES

This chapter describes the alternatives considered for the project, presents a brief summary of potential impact to environmental resources within the project area considered during the screening process, and identifies the Preferred Alternative.

2.1 ALTERNATIVE DEVELOPMENT

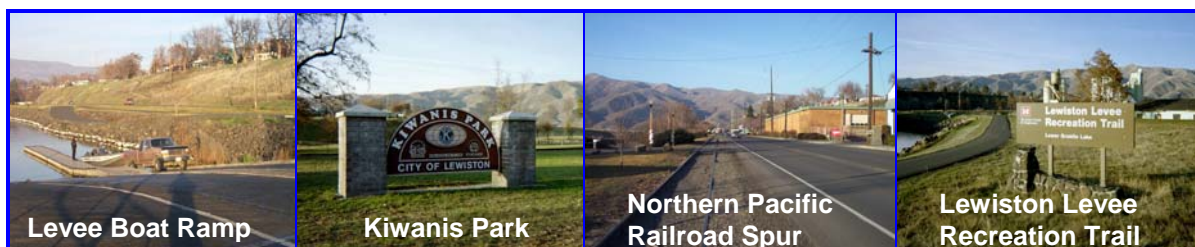
The Snake River Avenue and Southway corridors are both located within the developed area of Lewiston. The existing development, as well as geographic and environmental factors, influenced the development of alternatives for this project.



Snake River Avenue

Snake River Avenue runs along the eastern embankment of the Snake River, which serves as the boundary between Washington and Idaho. For the majority of its length, Snake River Avenue also runs along the western base of an approximately 80-ft high bluff that overlooks both the Snake River and Snake River Avenue. Land use along the top of the bluff is mostly residential and is accessed by the city street system, including Prospect Avenue which runs parallel to Snake River Avenue. Southway provides access from the city east of the bluff to Snake River Avenue. Land use along both Southway and Snake River Avenue consists of commercial and light industrial properties. The Lewiston Levee Recreation Trail, located between Snake River Avenue and the Snake River, runs north and south throughout the project area and the Southway Trail runs along the south side of Southway.

Several properties along Snake River Avenue qualify for protection under Section 4(f) of the Department of Transportation Act of 1966,¹ including Kiwanis Park, a planned park along Snake River Avenue between Country Club Drive and Southway, and two additional properties/structures along Snake River Avenue. See the Cultural Resources section in Chapter 3 – Affected Environment and Environmental Consequences for further details. Kiwanis Park is also protected under the Land and Water Conservation Fund Act² (LWCFA) since it was built with funds allocated under that Act.



¹ Codified at 49 U.S.C. 303(c)

² 16 USC 4601-4 to -11

2.2 ALTERNATIVES FOR THE PROPOSED ACTION

The initial identification of alternatives was not limited by mode, ability to meet the purpose and need of the project, anticipated impacts, or costs. After a global range of alternatives was identified, the alternatives were then evaluated based upon their ability to meet the project's purpose and need to accommodate current and future travel demands and to improve multimodal facilities and drainage along the Snake River Avenue and Southway corridors, as well as their relative impacts to environmental, social, and economic resources in the project area. The analysis also includes the No-action Alternative, in accordance with Federal Highway Administration's (FHWA) Technical Advisory T 6640.8a.

2.2.1 The No-action Alternative

The No-action Alternative includes only short-term minor restoration activities that maintain the continued operation of the existing roadway facilities, such as pavement upkeep, routine maintenance and repairs as needed, restriping, and new sidewalks. Under the No-action Alternative, both Snake River Avenue and Southway would experience high levels of traffic congestion and operate at Level of Service (LOS) E and/or F by the year 2030. Left-turning traffic would continue to interfere with through traffic, resulting in congestion and increasing the likelihood of traffic accidents. The existing typical sections for both Snake River Avenue and Southway are shown in Figure 2-1.

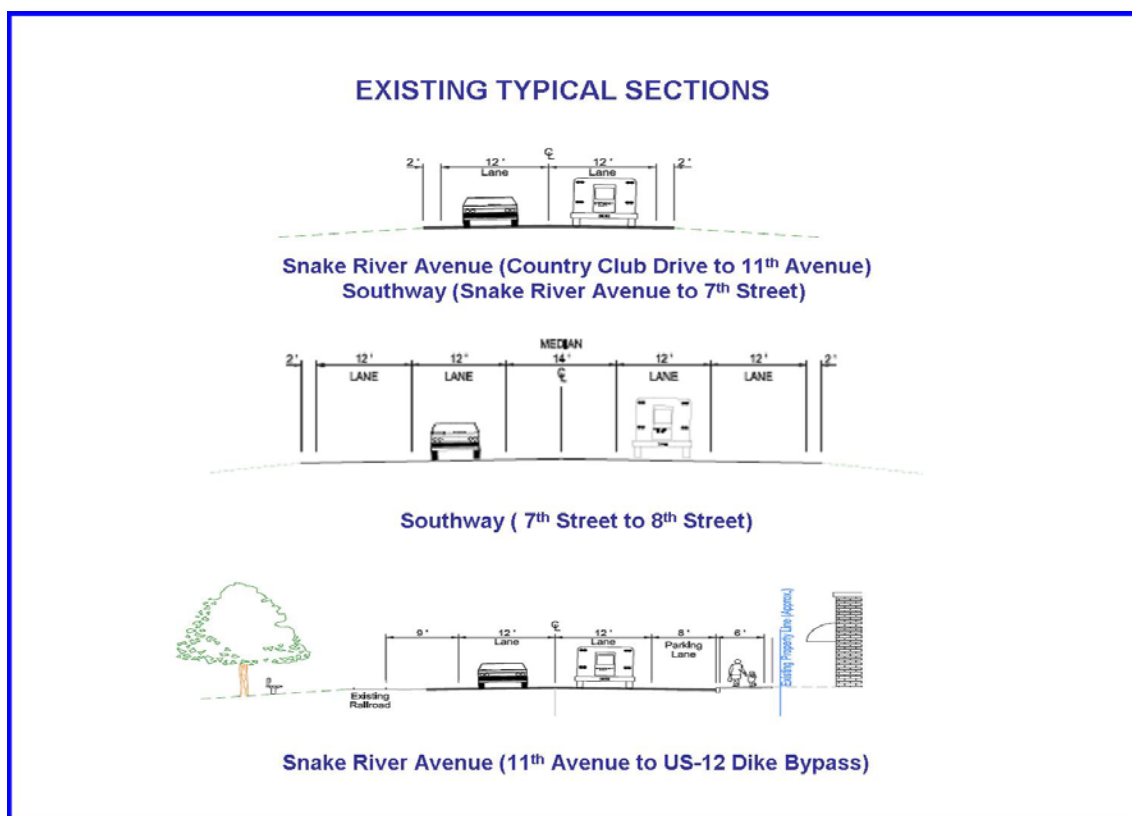


Figure 2-1. Existing Typical Sections

2.2.2 Build Alternatives Considered For the Project

Several improvements need to be implemented to meet the project needs identified in Chapter 1, which include providing an adequate LOS and improving safety. These improvements can be summarized as follows:

- Addition of a center turn lane throughout both corridors
- Additional traffic lanes along both corridors in the following areas:
 - Two additional travel lanes for a total of four general purpose travel lanes along Snake River Avenue between Bryden Canyon Road and Southway
 - Two additional travel lanes for a total of four general purpose travel lanes along Southway from Snake River Avenue to 8th Street
- Eliminate on-street parking along Snake River Avenue north of 11th Avenue
- Operational improvements to the Snake River Avenue/Southway intersection and the Snake River Avenue/11th Avenue
- Improved stormwater drainage

The needs and constraints vary along various portions of the project. Snake River Avenue has much greater traffic volumes south of the Southway intersection than it does north of the Southway intersection. Both Snake River Avenue (south of 11th Avenue) and Southway have parks, trails, or historic properties along one side of the roadway. However, Snake River Avenue north of 11th Avenue has constraints on both sides of the roadway, with the Northern Pacific Railroad Spur and Kiwanis Park on the west and commercial development (including several historic structures) on the east. To facilitate the evaluation of alternatives, the project was divided into four sections, as shown in Figure 2-2 and described below:

- **Section 1** – Snake River Avenue, Country Club Drive to Southway
- **Section 2** – Snake River Avenue, Southway to 11th Avenue
- **Section 3** – Snake Rive Avenue, 11th Avenue to US-12 Dike Bypass connection
- **Section 4** – Southway, Snake River Avenue to 8th Street

Five build alternatives were considered for the project. As discussed in the description of each alternative, and as shown in Table 2-1, the design for section 1, 2 and 4 does not change for any of the five build alternatives because the constraints of the bluff, the planned park, the Southway Trail, and adjacent development preclude different build alternatives. For Section 3, the design is different for each of the build alternatives. These designs were developed to identify different ways to meet the project needs, and to avoid and/or minimize the impacts of each alternative on the railroad and park on the west and the development and historic structures on the east. See Table 2-1 and Figure 2-3.

Intersection Snake River Avenue and Southway Avenue, Lewiston

Alternative 1A

Section 1– Snake River Avenue, Country Club Drive to Southway

Describing the design features from south to north, the northbound lanes would consist of a single 12-ft travel lane from Country Club Drive to the Bryden Canyon exit/entrance ramps and two 12-ft travel lanes from the Bryden Canyon exit/entrance ramps to the Southway intersection. Southbound lanes would consist of a single 12-ft travel lane from County Club Drive to the Southway Bridge ramp and two 12-ft travel lanes from the Southway Bridge ramp to the Southway intersection. There would be a 14-ft median/center turn lane throughout the section. See Figure 2-4. This section of roadway is bordered on the west by mostly undeveloped land along the bank of the Snake River (where the planned park will be located) and on the east by commercial/light industrial properties. The roadway alignment would be shifted west to avoid impacting the commercial/light industrial properties, as well as a water quality monitoring well located at the northwest corner of the ATK property. The western shift would also minimize impacts to the bluff on the eastern side of the roadway. A minor amount of right-of-way would be required from the planned park (a Section 4(f) resource).



Bluff along Snake River Avenue

Section 2 – Snake River Avenue, Southway to 11th Avenue

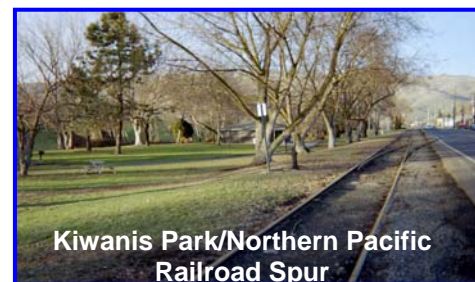
Section 2 would consist of three lanes (one 12-ft travel lane in each direction and a 14-ft center turn lane) from the Southway intersection to 11th Avenue. See Figure 2-4. This section of the Snake River Avenue roadway is bordered on the west by undeveloped land (i.e., the planned park), some commercial and industrial properties, and the parking area for the Levee Boat Ramp. On the east, this section is bordered by the bluff and additional commercial/light industrial properties. The roadway alignment would be shifted slightly to the west to avoid undercutting the bluff on the east. No right-of-way would be required in this section.



Snake River Avenue/11th Avenue

Section 3 – Snake River Avenue, 11th Avenue to US-12 Dike Bypass Intersection

In Section 3, Alternative 1A would consist of three lanes (one 12-ft lane in each direction with a 14-ft center turn lane) with a 6-ft sidewalk and a 6-ft buffer strip on the east side of the roadway. See Figure 2-3 and 2-5. This section is bordered on the west side by the Northern Pacific Railroad spur and Kiwanis Park and on the east side by commercial/light industrial properties that are accessed from Snake River Avenue. The horizontal alignment would be shifted to the west. The railroad spur would also be relocated to the west, providing a 12-ft clearance from the roadway. Improvements would be made to the



Kiwanis Park/Northern Pacific Railroad Spur

Snake River Avenue/11th Avenue intersection, including dedicated right-turn lanes for both northbound and westbound traffic, a dedicated left-turn lane for southbound traffic, and a traffic signal. Section 3 of Alternative 1A would impact one Section 4(f) resource, i.e. Kiwanis Park. Kiwanis Park would be impacted by the relocation of the Northern Pacific Railroad Spur inside the Kiwanis Park boundaries.

Section 4 – Southway, Snake River Avenue to 8th Street

Section 4 would consist of five lanes (two 12-ft travel lanes in each direction and a 14-ft center turn lane) with an 8-ft sidewalk on the north side. See Figure 2-6. This section of roadway is bordered by the Southway Trail that runs along the south side. The alignment would be shifted to the north to avoid impacting the Southway Trail. The existing right-of-way can accommodate five lanes, although a minor amount of right-of-way acquisition would be required on the north side. The Southway Trail that runs along Southway would be tied into the Lewiston Levee Recreation Trail at the Southway/Snake River Avenue intersection with an improved at-grade pedestrian crossing. There would be no impact to Section 4(f) resources in this section.

Alternative 1B

Sections 1, 2 and 4

Alternative 1B would include the same horizontal alignment and cross section elements for the Snake River Avenue and Southway corridors as Alternative 1A for Sections 1, 2 and 4, including the same environmental impacts. See Figure 2-4.

Section 3

Alternative 1B would consist of three lanes (one 12-ft lane in each direction with a 14-ft center median lane) with a 6-ft sidewalk and a 6-ft buffer strip on the east side of the roadway. The horizontal alignment would be shifted to the west, the existing Northern Pacific Railroad Spur would be relocated to run down the center median. The median would still function as a two-way left-turn lane. Shared usage would be possible since the railroad track does not experience heavy use.³ See Figure 2-5. Alternative 1B would not impact Kiwanis Park on the west since the roadway improvements would remain inside the existing right-of-way for the roadway and the Northern Pacific Railroad Spur, nor would it impact any other Section 4(f) resources. Improvements would be made to the Snake River Avenue/11th Avenue intersection, including dedicated right-turn lanes for both northbound and westbound traffic, a dedicated left-turn lane for southbound traffic, and a traffic signal.

Alternative 2

Sections 1, 2, and 4

Alternative 2 would include the same horizontal alignment and cross section elements for the Snake River Avenue and Southway corridors as Alternative 1A for Sections 1, 2 and 4, including the same environmental impacts. See Figure 2-4.

³ The railroad is used approximately 3 to 4 times per week.

Section 3

Alternative 2 proposes widening Snake River Avenue to three lanes (one 12-ft lane in each direction with a 14-ft center turn lane) with an 8-ft sidewalk on the east side of the roadway and a 12-ft clearance from the existing Northern Pacific Railroad track on the west side of the roadway. See Figure 2-7. The horizontal alignment would be shifted to the east, which would impact the commercial/light industrial properties along the east side of the roadway and displace eight commercial properties; i.e., Golden Arts Fine Jewelry (northern building), CCI/Speer (ATK), John's Electric, Theissen Oil, Valley Boat and Motors, Opportunities Unlimited, and Hells Canyon Tours. It would also have proximity impacts to three additional commercial properties; i.e., The Paper Tigers, Consolidated Electric Distributors, and Valley Electric. Improvements would be made to the Snake River Avenue/11th Avenue intersection, including dedicated right-turn lanes for both northbound and westbound traffic, a dedicated left-turn lane for southbound traffic, and a traffic signal. Alternative 2 would not impact Kiwanis Park or any other Section 4(f) resource.

Alternative 3

Sections 1, 2, and 4

Alternative 3 would include the same horizontal alignment and cross section elements for the Snake River Avenue and Southway corridors as Alternative 1A for Sections 1, 2 and 4, including the same environmental impacts. See Figure 2-4.

Section 3

Alternative 3 proposes widening Snake River Avenue to two lanes (one 12-ft lane in each direction) with a 5-ft raised center median to prevent left turning movements, an 8-ft sidewalk on the east side of the roadway, and a 12-ft clearance from the existing railroad track to the edge of the traveled way. Alternative 3 also would include roundabouts at 11th Avenue on the southern end and at the US-12 Dike Bypass connection on the northern end to facilitate U-turn movements as a replacement for the loss of left-turn mobility. See Figure 2-7. The prevention of left-turning movements would eliminate queues and thereby ease congestion on the roadway.

The horizontal alignment would be shifted slightly to the east with roundabout intersections at the 11th Avenue and the US-12 Dike Bypass intersections. The roundabouts would potentially displace three commercial properties (Wallace RV, Kissler Enterprises, and Paramount Pest Control). Alternative 3 would also have proximity impacts to two additional commercial properties, i.e. Consolidated Electric Distributors, and Valley Electric. The parkstrip would be eliminated where needed to avoid impacting any other commercial and/or historic structures. This alternative would require some out-of-direction travel to access existing commercial properties on the east side of Snake River Avenue. Improvements would be made to the Snake River Avenue/11th Avenue intersection, including dedicated right-turn lanes for both northbound and westbound traffic, a dedicated left-turn lane for southbound traffic, and a traffic signal. Alternative 3 would not impact Kiwanis Park or any other Section 4(f) resource.

Alternative 4

Sections 1, 2, and 4

Alternative 4 would include the same horizontal alignment and cross section elements for the Snake River Avenue and Southway corridors as Alternative 1A for Sections 1, 2 and 4, including the same environmental impacts. See Figure 2-4.

Section 3

Alternative 4 would consist of a three lane section (one 11-ft lanes in each direction, a 12-ft center turn lane), a 5-ft sidewalk, a 3-ft parkstrip on the east side of the roadway, and a 7-ft clearance from the existing railroad spur to the edge of the traveled way. See Figure 2-8. The reduced-width travel lanes and other cross-section elements meet the minimum standards set by the Idaho Transportation Department (ITD) and the City of Lewiston for a roadway of this type. Alternative 4 would not impact Kiwanis Park or any other Section 4(f) resource. This alternative would require the acquisition of approximately a two-foot strip of right-of-way from the commercial properties on the east side of Snake River Avenue. Alternative 4 would also result in no relocations.

Table 2-1. Summary of Elements of the Build Alternative

SECTION	DESIGN ELEMENTS				
	Alternative 1A	Alternative 1B	Alternative 2	Alternative 3	Alternative 4
1	<p>➤ Southbound: One 12-ft travel lane from Country Club Drive to the on-ramps to the Southway Bridge and two 12-ft travel lanes from the on-ramp to the Southway Bridge to the Southway intersection</p> <p>➤ Northbound: One 12-ft travel lane from Country Club Drive to the Bryden Canyon Road exit/entrance ramps and two 12-ft travel lanes from the Bryden Canyon Road exit/entrance ramps to the Southway intersection</p> <p>➤ 14-ft center turn lane/median</p> <p>➤ Curb and gutter</p> <p>➤ Horizontal alignment shifted to the west</p>		12-ft	12-ft	11-ft
2	<p>➤ One 12-ft travel lane in each direction</p> <p>➤ 14-ft center turn lane</p> <p>➤ 8-ft sidewalk on the east side</p> <p>➤ Curb and gutter</p> <p>➤ Horizontal alignment shifted to the west</p>		12-ft	12-ft	11-ft
3	<p>Lane Width</p> <p>12-ft</p> <p>Median Width</p> <p>14-ft</p> <p>Sidewalk/Buffer Strip</p> <p>6-ft / 6-ft</p> <p>Curb and gutter</p> <p>Yes</p> <p>Horizontal Alignment</p> <p>Widen to the west</p> <p>Relocate Railroad</p> <p>Yes – into Kiwanis Park</p> <p>Kiwanis Park Impact</p> <p>Yes</p> <p>Relocate businesses</p> <p>No</p>		12-ft	12-ft	11-ft
4	<p>➤ Two 12-ft travel lanes in each direction</p> <p>➤ 14-ft center turn lane</p> <p>➤ 8-ft sidewalk on the north side</p> <p>➤ Curb and gutter</p> <p>➤ Horizontal alignment shifted to the north</p>		12-ft	12-ft	11-ft

Comparison of Section 3 Existing and Build Alternatives

Snake River Avenue – 11th Avenue to US-12 Dike Bypass

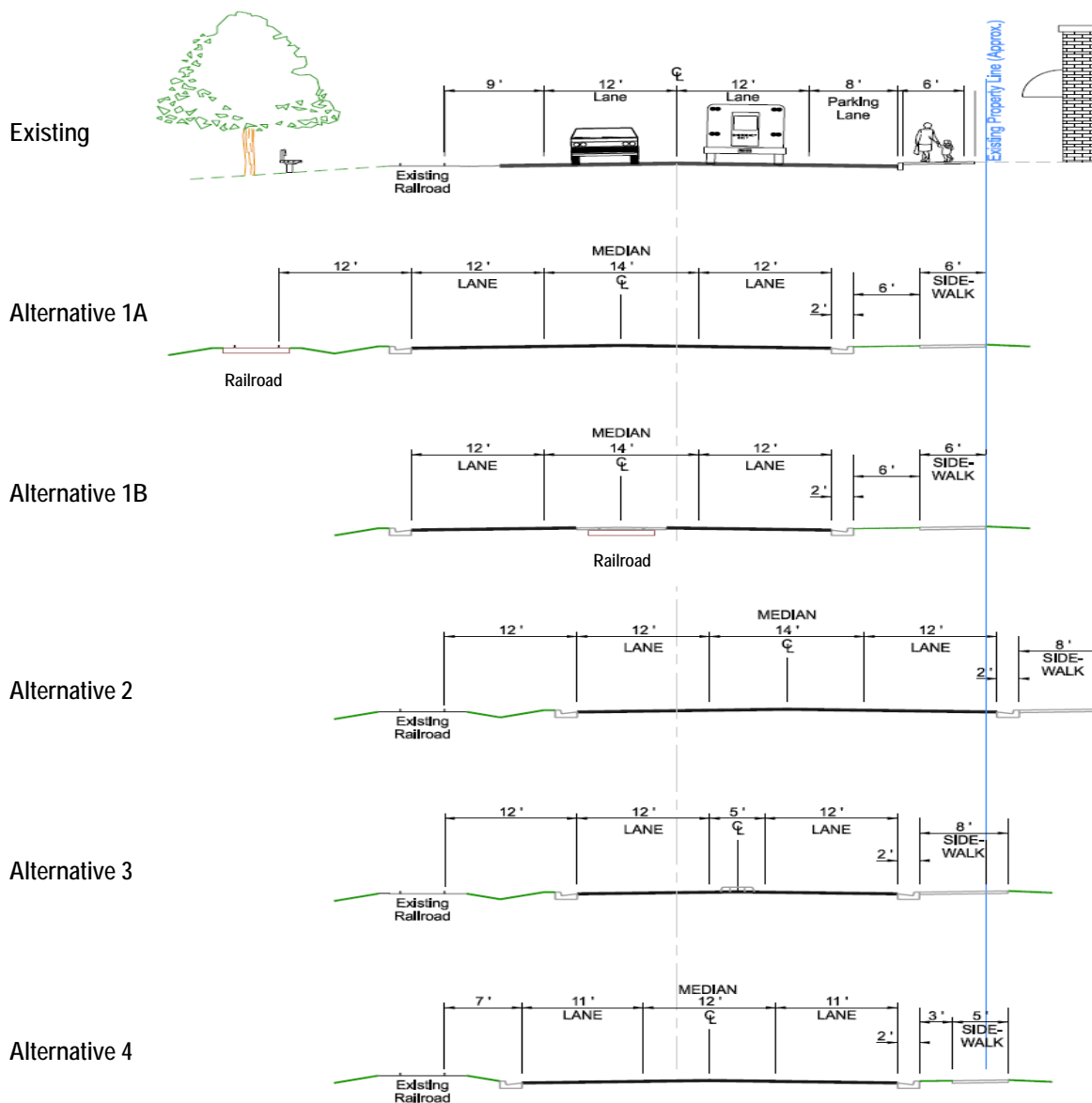


Figure 2-3. Comparison of Typical Sections for Existing and All Build Alternatives for Section 3

INTERSECTION SNAKE RIVER AVENUE & SOUTHWAY AVENUE, LEWISTON

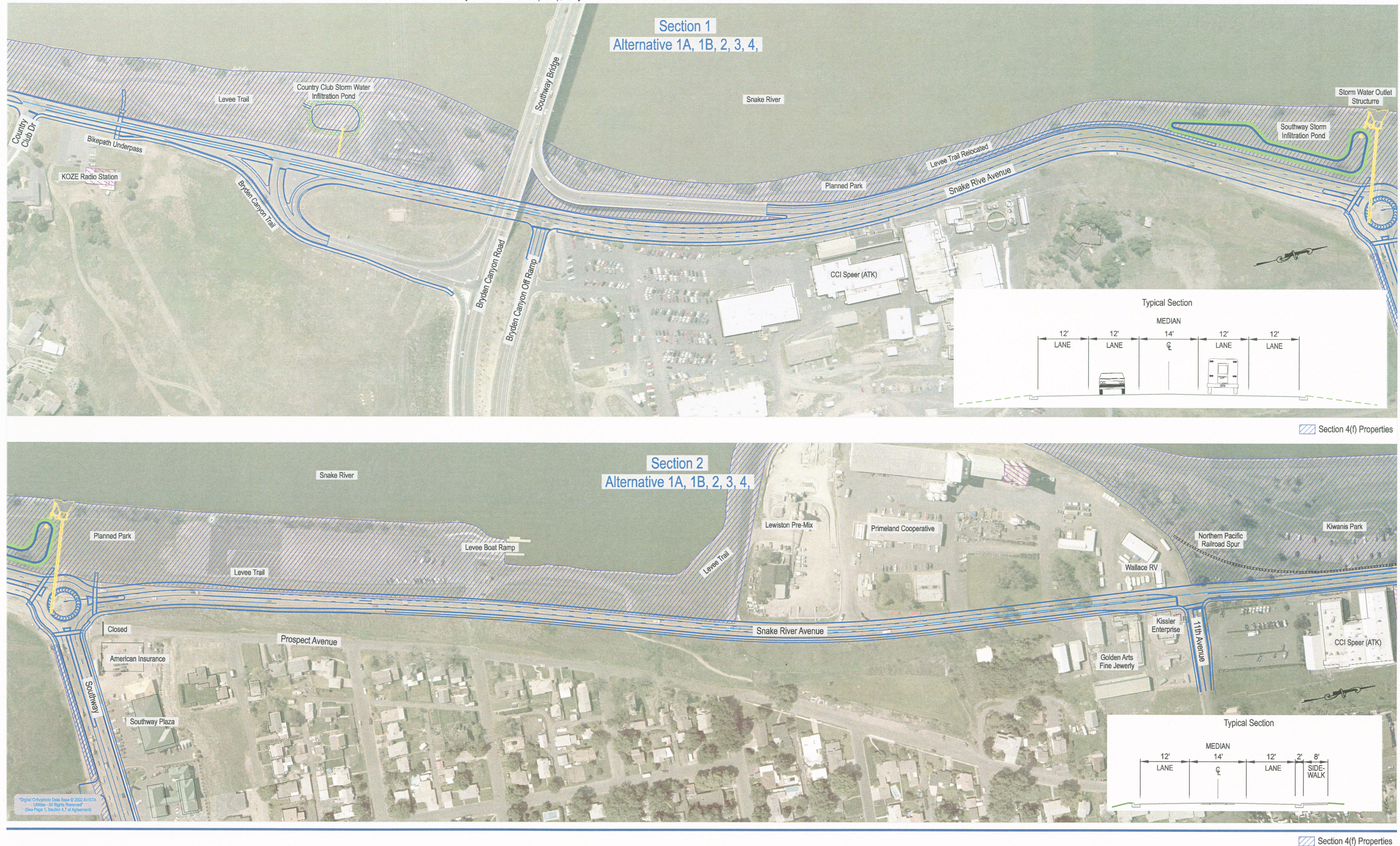


FIGURE 2-4 SECTIONS 1 & 2 FOR ALL BUILD ALTERNATIVES

INTERSECTION SNAKE RIVER AVENUE & SOUTHWAY AVENUE, LEWISTON

Proj. No. STP-7014(102), Key No. 9029

Section 3
Alternative 1A



Section 3
Alternative 1B



FIGURE 2-5 SECTION 3 FOR ALTERNATIVES 1A & 1B



FIGURE 2-7 SECTION 3 FOR ALTERNATIVES 2 & 3



FIGURE 2-7 SECTION 3 FOR ALTERNATIVES 2 & 3

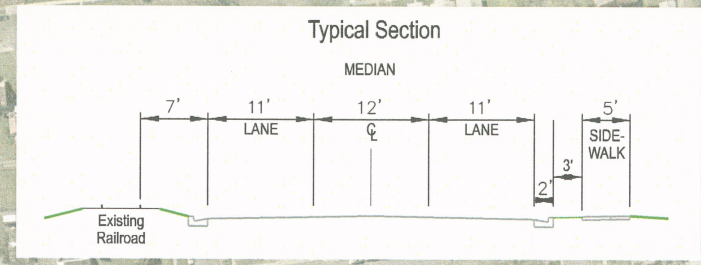
INTERSECTION SNAKE RIVER AVENUE & SOUTHWAY AVENUE, LEWISTON

Proj. No. STP-7014(102), Key No. 9029

Section 3
Alternative 4



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Section 4(f) Properties

FIGURE 2-8 SECTION 3 FOR ALTERNATIVE 4

2.2.3 Snake River Avenue/ Southway Intersection Options

All of the build alternatives include making operational improvements to the Snake River Avenue/Southway interchange in order to maintain an acceptable Level of Service at this intersection through the design year. It is currently a standard “T” intersection with a freeflow right turn lane from northbound Snake River Avenue onto eastbound Southway. Several options were considered for this intersection, which are discussed in detail below. See Figure 2-9.

Option #1 [Converted T]: Option #1 would consist of a converted “T” intersection with the south leg of Snake River Avenue to Southway as the main through movement. The north leg of Snake River Avenue would intersect at a “T”. Option #1 would operate at a LOS C (average delay of 26 seconds) for design year projected traffic volumes. It would provide pedestrian crossings at-grade with the roadway across two legs of the intersection. The pedestrian crossing of the south leg of the intersection would provide a connection between the Southway and Lewiston Levee Recreation Trails. The improvements would be able to fit within the existing right-of-way and would not adversely impact the planned park at the Snake River Avenue/Southway intersection.

Option #2 [“Super T”]: Option #2 would consist of a modified converted “Super T” intersection similar to Option #1, with the exception of two freeflow through-lanes to accommodate northbound traffic on Snake River Avenue to eastbound Southway. Option #2 would include channelization of left-turning movements from both northbound and southbound Snake River Avenue. Option #2 also would include a pedestrian overpass on the south and west sides of the roadway and an at-grade pedestrian crossing from the northeast corner to the west side of the roadway. The pedestrian overpass for this option is required as part of the initial build design for pedestrian safety due to the freeflow eastbound traffic. Option #2 would operate at a LOS C (average delay of 23 seconds) for the design year projected traffic volumes. The improvements, with the exception of the pedestrian overpass, would be able to fit within the existing right-of-way. The improvements would not adversely impact the planned park at the Snake River Avenue/ Southway intersection.

Option #3 [Roundabout]: Option #3 would consist of a two lane roundabout intersection. Option #3 also would include an at-grade pedestrian crossing across all three legs of the roundabout. The pedestrian crossing of the south leg of the intersection would provide a connection between the Southway and Lewiston Levee Recreation Trails. Option #3 would operate at a LOS B (average delay of 13 seconds) for design year projected traffic volumes. The improvements would fit within the existing right-of-way and would not adversely impact the planned park at the Snake River Avenue/ Southway intersection.

Pedestrian crossings would be designed according to the latest FHWA roundabout guidelines. Special consideration would be given to design features to enhance pedestrian safety and accommodate those with disabilities. As a minimum, the pedestrian crossings would include the following elements:

- ADA ramps
- Median refuge islands (preferably at street level eliminating need for ADA ramps in the refuge island)
- Signing
- Detectable warning surfaces for visually impaired

Other additional pedestrian treatments which should be evaluated at this intersection include the following concepts:

- Way-finding devices for visually impaired
- Pedestrian actuated indicators

Option #4 [Standard T⁴]: Option #4 would consist of a standard “T” intersection, similar to the existing configuration, with double left turn lanes from Southway and a dedicated right turn lane from Snake River Avenue to Southway. Option #4 would operate at a LOS B (average delay of 18 seconds) for design year projected traffic volumes. It would provide at-grade pedestrian crossings across all three legs of the intersection. The pedestrian crossing of the south leg of the intersection would provide a connection between the Southway and Lewiston Levee Recreation trails. The improvements would fit within the existing right-of-way and would not adversely impact the planned park at the Snake River Avenue/ Southway intersection.

⁴ Previously known as the Base Option.

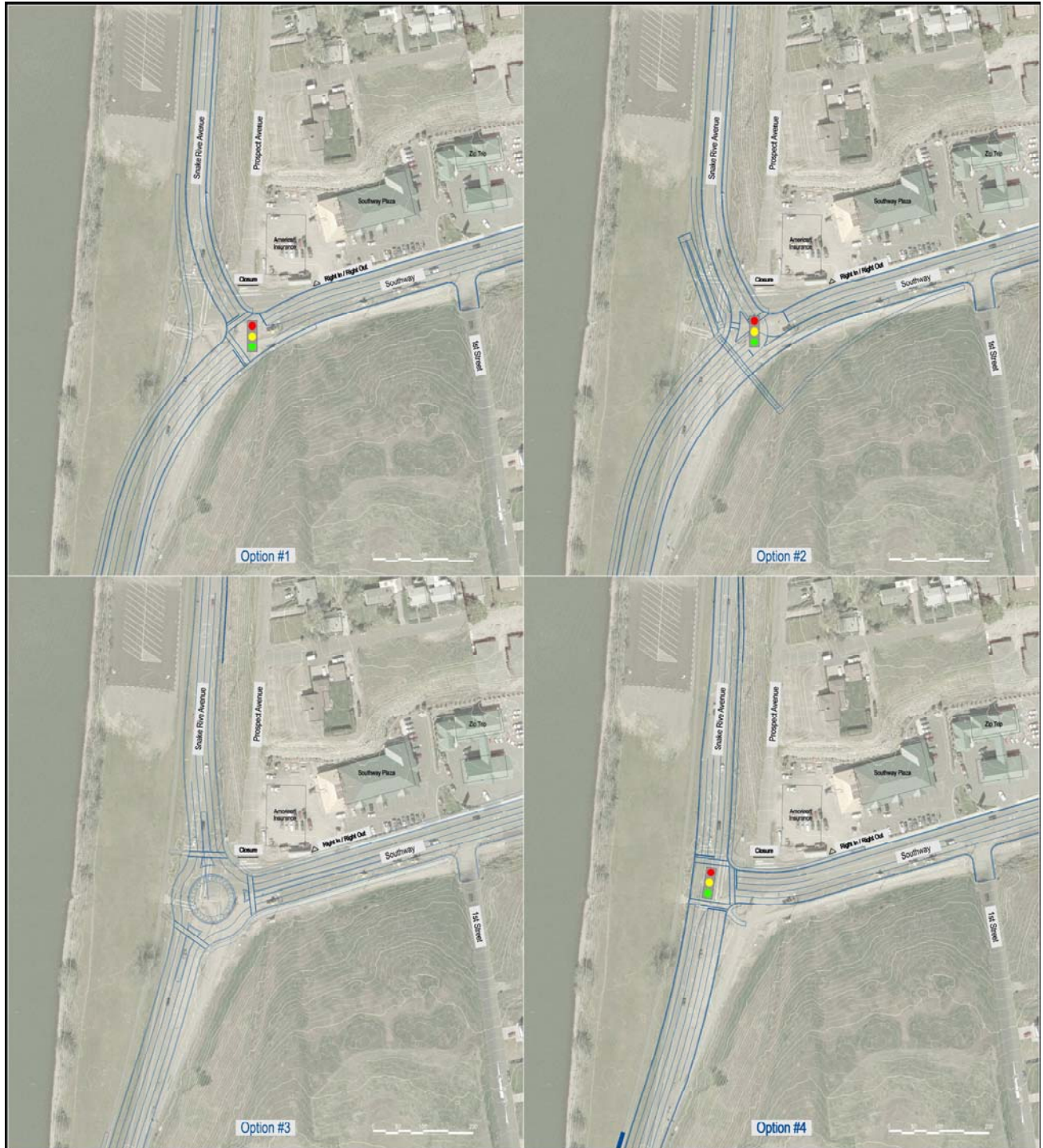


Figure 2-9. Options for Snake River Avenue/Southway Intersection

All of the options include closing the Prospect Avenue intersection with Southway to eliminate the conflicts with the Snake River Avenue/Southway intersection, discussed in Chapter 1. Currently, Prospect Avenue at the Southway intersection carries an approximate average daily traffic of 100 vehicles per day in each direction. The majority of this traffic would find alternate routes to the intersection of 1st Street and Southway, which can easily accommodate it. See Figure 2-10.

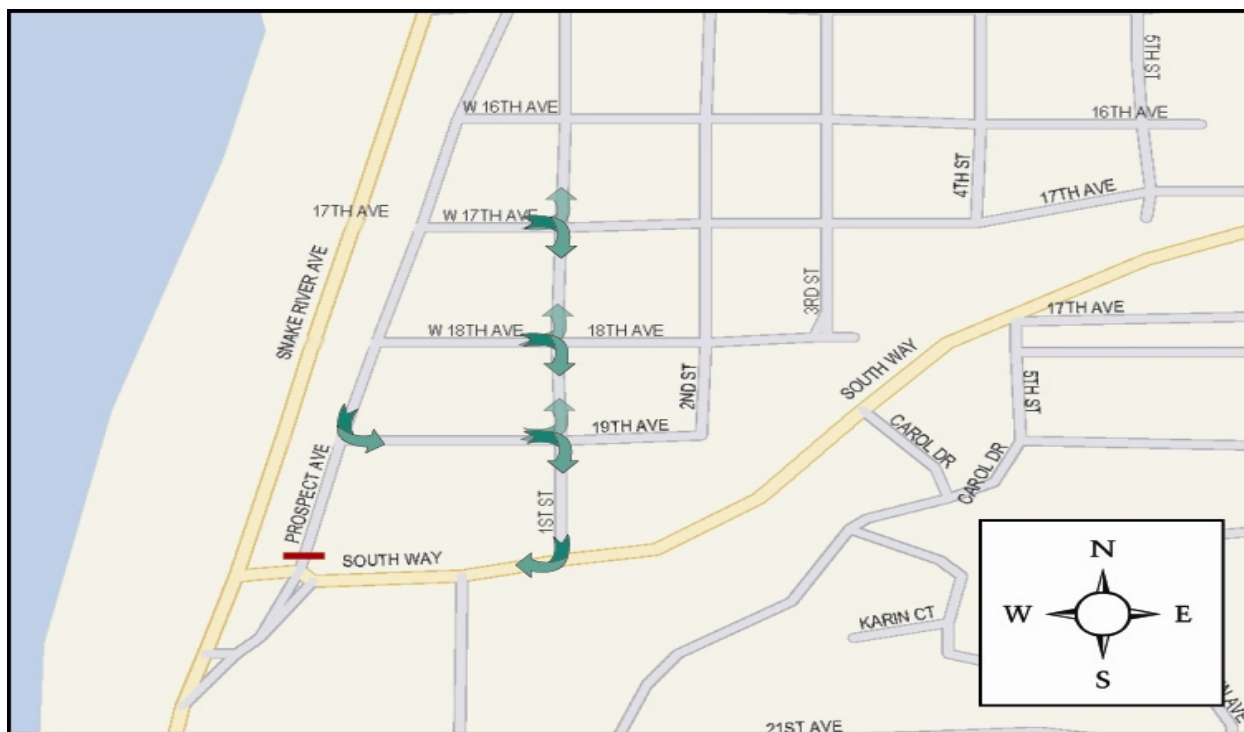


Figure 2-10. Closing Prospect Avenue

2.3 SCREENING METHODOLOGY

2.3.1 Alternatives

The alternatives were screened for their ability to meet the purpose and need for the project, as well as for their impacts on environmental, social, and economic resources. All of the build alternatives were determined to have no adverse impacts to land use, farmlands, social conditions and environmental justice populations, floodplains, hazardous waste sites, air quality, wetlands, wildlife, and visual resources. All of the build alternatives would adversely impact the water quality of the Snake River through an increase in stormwater runoff (prior to mitigation), which would impact the threatened and endangered species present therein.⁵ Table 2-2 shows the factors for which there were variances between the alternatives that could be used for screening purposes, based upon preliminary data obtained during the screening process.

⁵ Noise impacts were not analyzed for all build alternatives, but were not anticipated to vary greatly between build alternatives due to the small variations in distances from the proposed roadway to the nearest receptor.

Table 2-2. Alternatives Screening Matrix

Alternative	Environmental Considerations				
	Section 4(f)/6(f) Use	Economic Impacts	Potential Relocations	Safety/ Pedestrian and Bicycle	Construction Costs*
Alternative 1A	Kiwanis Park Planned park	None	None	None	\$6.9 million
Alternative 1B	Planned park	None	None	Traffic conflicts with railroad operations, including concerns about bike wheels in the tracks	\$8.6 million
Alternative 2	Planned park	8 businesses (most business relocations)	8 businesses	No parkstrip*	\$8.3 million
Alternative 3	Planned park	3 businesses	3 businesses	No parkstrip	\$5.9 million
Alternative 4	Planned park	None	None	None	\$4.5 million

*Construction costs include all costs of construction, right-of-way acquisition and all required mitigation measures

**Parkstrips act as a barrier between pedestrians and the roadway and provide an extra measure of protection.

2.3.2 Options for the Snake River Avenue and Southway Intersection

Four options for the Snake River Avenue/Southway intersection were screened based upon several factors, including LOS, efficiency, pedestrian mobility, safety, and costs. All of the options had similar impacts to the environmental resources, including impacts to the planned park. Table 2-3 sets forth the factors that were used to screen the four options.

Table 2-3. Options Screening Matrix

Options	Environmental Considerations			
	Average Intersection Delay (sec)	Traffic LOS	Safety/Pedestrian and Bicycle	Construction Costs*
Option #1	26	C	At-grade pedestrian crosswalks (2 legs) with traffic signal	\$2.0 million
Option #2	21	C	Pedestrian overpass and at-grade crosswalks (1 leg) with traffic signal	\$3.7 million**
Option #3	13	B	At-grade pedestrian crosswalks (3 legs) with no traffic signal	\$2.5 million
Option #4	18	B	At-grade pedestrian crosswalks (3 legs) with traffic signal	\$2.4 million

* Construction costs include all costs of construction, right-of-way acquisition and all required mitigation measures

**Including pedestrian overpass costs of approximately \$1 million.

2.3.3 Public Input

One of the key project goals was to develop a solution which would be supported by the project stakeholders. To accomplish this goal, the Snake River Avenue Advisory Committee was formed specifically for this project. The Advisory Committee was made up of 17 members representing a cross-section of stakeholder groups, including business owners, recreational interests, bicycle and pedestrian advocates, interested citizens, and city officials. As the project progressed, the Advisory Committee met on four separate occasions. Input from the Advisory Committee obtained at each of these meetings was used to develop, evaluate, and select the Preferred Alternative for the corridor.

- February 3, 2005 – Identify project needs and define objectives
- November 30, 2005 – Review broad range of alternatives
- March 30, 2006 – Screen alternatives
- August 15, 2006 – Review design refinements and Preferred Alternative

In addition to the Advisory Committee meetings, two public meetings were also held on February 24, 2005 and March 30, 2006.

- February 24, 2005 – Identification of project needs and objectives
- March 30, 2006 – Screening of alternatives

The public input received at each of these meetings was used in the screening process. Public input was also used to refine the design of the Preferred Alternative, particularly at the intersection of Snake River Avenue and Southway. Meeting summaries of the Advisory Committee and public meetings are included in Chapter 4 – Comments and Coordination.

2.4 ALTERNATIVES SELECTED FOR DETAILED STUDY

2.4.1 No-action Alternative

The No-action Alternative does not meet the purpose and need for the project in that it would not accommodate the transportation needs for future population growth and travel demand, improve safety, or correct identified roadway design and storm drain deficiencies. Projected traffic volumes indicate that the roadway mainline is expected to operate at LOS E or F in all sections by the design year. Safety deficiencies would still exist with the lack of pedestrian facilities and continued traffic conflicts at the Prospect Avenue/Southway intersection. There would also be no improvements to the existing stormwater drainage facilities in the project area. The No-action Alternative is included in the analysis of environmental impacts per NEPA guidelines as a baseline for comparison purposes to the Preferred Alternative.

2.4.2 Alternative 4

Alternative 4 was selected for detailed study because it meets the purpose and need for the project, avoids any Section 4(f) impacts, has few economic impacts, no relocations, and the lowest construction cost. A three lane typical section with minimum design standards in Section

3 will provide adequate capacity to accommodate projected future traffic volumes. Further, a design exception will not be required because the cross-section elements meet the minimum requirements set by ITD.

2.4.3 Option #3 [Roundabout]

Option #3 [Roundabout] was selected for detailed study because it provides the best Level of Service under traffic conditions for the design year, minimize delays at the Snake River Avenue/Southway intersection, and safely accommodate pedestrian mobility. This option also has the support of city officials.

2.5 ELIMINATED FROM DETAILED STUDY

2.5.1 Alternative 1A

Alternative 1A was eliminated from further consideration due to its impact on a Section 4(f) resource (Kiwanis Park) and safety concerns, as well as the expense of the relocation of the Northern Pacific Railroad Spur, estimated at \$1.5 million.

2.5.2 Alternative 1B

Alternative 1B was eliminated from further consideration due to safety concerns with traffic versus train conflicts and the potential for motorcycle/bicycle tires to catch in the train tracks during use of the center turn lanes. Alternative 1B would also have a higher construction cost due to the expense of relocating the Northern Pacific Railroad Spur, estimated at \$2.6 million. Further, a sewer line that currently runs along the center line of the existing road would need to be relocated so it would not be under the new railroad track.

2.5.3 Alternative 2

Alternative 2 was eliminated from further consideration because it would have the highest number of displacements of commercial businesses.

2.5.4 Alternative 3

Alternative 3 was eliminated from further consideration due to its impact on the commercial businesses along Snake River Avenue from preventing left-turns to the businesses with a raised center median. It would also relocate three businesses because of the roundabout at the US-12 Dike Bypass connection (Wallace RV, Kissler Enterprises, and Paramount Pest Control).

2.5.5 Options #1, 2, and 4

Option #1 was eliminated from further consideration because it would have the lowest level of service rating. Option #2 was eliminated from further consideration because of its low level of service rating, as well as its higher cost due to the requirement of a pedestrian overpass to safely accommodate pedestrian crossing movements. Option #4 was eliminated because it did not perform as well as Option #3 and was not favored by city officials or the Advisory Committee.

service rating, as well as its higher cost due to the requirement of a pedestrian overpass to safely accommodate pedestrian crossing movements. Option #4 was eliminated because it did not perform as well as Option #3 and was not favored by city officials or the Advisory Committee.

2.6 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

As described above, Lewiston and ITD have completed a screening analysis of the proposed alternatives in compliance with NEPA. The Preferred Alternative is identified as Alternative 4 with the Option #3 [Roundabout] for the Snake River/Southway Intersection. See Figures 2-11 and 2-12. The impacts of the Preferred Alternative are discussed in detail in Chapter 3 – Affected Environment and Environmental Consequences. As stated in Section 2.2.1, both the No-action Alternative and the Preferred Alternative were included for detailed study in this EA.

The Preferred Alternative includes:

- Snake River Avenue - from Country Club Drive to Southway
 - Southbound: One 12-ft travel lane from Country Club Drive to the Southway Bridge off-ramp and two 12-ft travel lanes from the Southway Bridge off-ramp to the Southway intersection
 - Northbound: One 12-ft travel lane from Country Club Drive to the Bryden Canyon Road exit/entrance ramps and two 12-ft travel lanes from the Bryden Canyon Road exit/entrance ramps to the Southway intersection
 - 14-ft center turn lane/median
 - Curb and gutter
- Snake River Avenue - from Southway to 11th Avenue
 - One 12-ft travel lane in each direction
 - 14-ft center turn lane
 - 8-ft sidewalk on the east side
 - Curb and gutter
- Snake River Avenue - from 11th Avenue to the US-12 Dike Bypass
 - One 11-ft travel lanes in each direction
 - 12-ft center turn lane
 - 5-ft sidewalk and a 3-foot parkstrip on the east side
 - Curb and gutter
- Southway - from Snake River to 8th Avenue
 - Two 12-ft travel lanes in each direction
 - 14-ft center turn lane
 - 8-ft sidewalk on the north side
 - Curb and gutter

- Snake River Avenue/Southway Intersection
 - Two lane roundabout intersection
- Snake River Avenue/11th Avenue Intersection
 - Dedicated northbound and westbound right-turn lanes
 - Dedicated southbound left-turn lanes
 - Addition of a traffic signal
- Improved stormwater drainage, consisting of two infiltration ponds and a diversion structure along Snake River Avenue
- Additional parking at Kiwanis Park
- New connections between the Southway and the Levee Recreation Trail, including an underpass south of Bryden Canyon Road and at-grade crossings at Southway
- Landscaping along Snake River Avenue



FIGURE 2-11 PREFERRED ALTERNATIVE - SNAKE RIVER AVENUE





FIGURE 2-12 PREFERRED ALTERNATIVE - SOUTHWAY

